

TOWN OF BRIGHTON DRAFT GENERAL PLAN

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Please be aware that:

Items highlighted in yellow mean they will be revisited or added later.

Items highlighted in green are specific items the steering committee needs to review and provide feedback on.

Transportation

Introduction

INFORMATIONAL SIDE PANEL State Code

The transportation element is one of four elements required for Sandy Hills by State Code. The other three are land use (included in this General Plan), Moderate Income Housing, and Resource Management (both adopted previously for the entirety of Salt Lake County).

State Code §17-27a-403 requires that the transportation element of the general plan accomplishes the following:

1. "Provides the general location and extent of existing and proposed freeways, arterial and collector streets, public transit, active transportation facilities, and other modes of transportation that the planning commission considers appropriate;
2. Addresses the county's plan for residential and commercial development around major transit investment corridors to maintain and improve the connections between housing, employment, education, recreation, and commerce; and

3. Correlates with the population projections, the employment projections, and the proposed land use element of the general plan.”

Transportation Overview

Who plays what role?

USFS Trails, Amenities and Parking (on USFS land) The forest service oversees and improves the trails, parking, and amenities on the USFS land in Brighton. They are currently working on a new Trails Master Plan in the Wasatch Canyons that will consider inventory, improvements, and projects for some trails in Brighton. Where potential infrastructure projects are proposed NEPA studies are required and the USFS is subject to federal guidelines that lengthen the approval process.

UDOT Highway 190 UDOT is responsible for the maintenance and improvements to the right of way of Highway 190, the major road that is used to access the canyon from the west side of the Wasatch Mountain Range. They have a list of prioritized projects regularly update on the UDOT website. The projects mainly focus on safety and traffic flow and strictly take place within the existing roadway. For example, projects may include repaving or restriping, adding barriers along the shoulder or replacing street signage. Anything contemplated beyond the existing roadway like expanding parking or adding pedestrian alcoves for safety is within the jurisdiction of the forest service and may require additional approval processes.

Town of Brighton The town incorporated in 2020 and at the time of adopting many of the roads were either run by USFS, UDOT, or are under the control of private owners or a collection of private owners in HOAs. The town has no intention of taking roads under their jurisdiction but the process for doing so is a formal street vacation to legally establish control and maintenance of roads. Unless that occurs, many of the roads in Brighton are out of the jurisdiction of the town so it is very important that town is a strong partner and collaborator with these agencies to help accomplish transportation goals for residents.

UTA Buses and Bus Stops UTA oversees the resources for establishes bus stops and routes in the canyon in coordination with other partners. They also work on modification of existing bus stops by making them ADA compliant or add amenities to the bus stops like shelters and benches.

WGRC Regional connections and larger transportation plans between municipalities are overseen by Wasatch Front Regional Council. Although they have little activity happening in the canyon due to the connectivity, they ensure that smaller municipal level transportation goals connect well with neighbors to help expand the transportation network in Salt Lake and Tooele County. This is extremely important when considering air quality conditions in the valley and increasing accessibility for residents that can't drive.

SLCo Capital improvements, and other projects that require technical engineering and not overseen by UDOT or USFS are done through the Salt Lake County Public Works department. With little jurisdiction over the roads in Brighton there are minimal engineering projects happening where UDOT or USFS are not involved. But this department may come in handy for solving trail or parking solutions that take place on private property in the canyon.

MSD The MSD helps to secure funding for projects and coordinate with partners and ensures that the project taking place are compatible with the General Plan vision and goals. The MSD also assists in data collection that may help analyze transportation goals and conditions over time for the town.

HOAs and Owners Private Roads The collections of private homeowners in the canyon have jurisdiction over certain private roads. Properties that share the same access from one road assist in maintaining the road, contribute funds to plow or pave the road, and ultimately decide the future of the road overtime.

Power in Partnerships

Although different agencies have jurisdiction over different parts of the transportation network in Brighton, these agencies often work together to accomplish larger projects. To create feasible strategies for future trails, USFS and Brighton work together to see how they can both improve the trail network on the private land in the town and the public land overseen by USFS. UDOT will prioritize roads improvements that focus on safety and maintenance of road infrastructure like repaving, installing barriers, improving street signage and traffic flow. UTA reviews the existing bus service and possible areas of improvement. In areas like the Historic Brighton Loop where the Brighton Resort, Town of Brighton, UTA, and UDOT all have a vested interest in the transportation, working together on solutions is crucial for the feasibility and efficiency of projects. Often, the capacity of one agency isn't enough to accomplish a task either with staff time, research or funding capabilities so collaborating on projects is the best solutions to solve problems.

Transportation Community Values

Community Workshop Input

The Brighton Steering Committee held a Transportation Workshop on January 26, 2022. This workshop was hybrid, meaning participants could attend virtually or in person. The MSD requested all transportation partners attend the workshop to discuss important topics together and work on possible solutions. UDOT, USFS, UTA, WFRC, MSD and Brighton's residents collaborated for two hours about topics relating to trails, active transportation, safety, infrastructure, transit, and regional connections. The key priorities identified in the workshop were:

- ❖ Providing and expanding amenities for visitors. Most importantly, bathrooms and off-street parking.
- ❖ Increase multi-use pathways between destinations in the canyon.
- ❖ Encourage multi-use for hiking and biking.
- ❖ Reduce single-occupancy vehicles.
- ❖ Increase safety on roads for emergency services and pedestrians.
- ❖ Reduce impacts of transportation network on the environment, especially for the biodiversity.
- ❖ More buses and bus stops running all year round. Focus on bus stops at heavy visitation areas like Solitude and Brighton

- ❖ Improving bus stop shelters.
- ❖ Increasing safety and compliance of existing bus stops.



SWOT and APAE Analysis

Collected from the Kickoff workshop in July 2021, the following information was gathered from the SWOT and APAE regarding transportation.

STRENGTHS	Occurrences	WEAKNESSES	Occurrences
		Bikes not sharing the road and staying in the bike lane (area) (3)	3
		Winter activity related to parking is inadequate for current traffic volume (3)	3
		Over-visitation, careless visitors (3)	3
		Road bikes (2)	2
		Lack of year-round public transport on SR-190 (2)	2
		No bus lane so people would be more apt to take a bus instead of a car (1)	1
		More patrolling the Canyon for people passing on the S-Curve and on double-lines (1)	1
		Traffic stopped at donut falls when road closed. Authorized and properly equipped and stickered residents must wait in long line before continuing home. Can traffic not be stopped at bottom of Canyon? (0)	0
		We cannot park on road by property - parking passes for summer months (0)	0
OPPORTUNITIES	Occurrences	THREATS	Occurrences
Walking/bike lane around Brighton Loop (3)	3	Speeding (5)	5

More year-round public transportation (2)	2	Overuse (4)	4
Work with ski resorts for summer bike/run shuttles (1)	1	Parking availability (3)	3
Mini van shuttle service similar to what Daybreak development is doing (1)	1	Poor (awful) winter drivers - cars not equipped for mountain driving (0)	0
Bike lane on SR 190 (or eliminate bikes)(0)	0		
Charge a small fee to drive up canyon road - residents pay yearly fee (\$5?) per car (0)	0		
Do not issue any season toll passes! Otherwise it will not work (0)	0		
Achieve Categories	Occurrences	Preserve Categories	Occurrences
Traffic and Parking Management	19	Small-Scale Transportation Infrastructure (No Trains or Gondolas)	1
Improved Transit Service	8		
Trail Head Infrastructure	5		
Active Transportation Infrastructure	4		
Avoid Categories	Occurrences	Eliminate Categories	Occurrences
Increased Traffic Congestion or Safety Issues	7	Traffic and Parking Issues	15
Large Scale Transportation Infrastructure (Trains / Gondolas)	3	Unsafe Active Transportation	1

Existing Conditions

[MAP OF BRIGHTON EXISTING TRANSPORTATION CONDITIONS COMING SOON WHICH WILL INCLUDE ROAD CLASSES, PAVED OR UNPAVED, ROAD OWNERSHIP, POSSIBLY ROAD WIDTHS?]

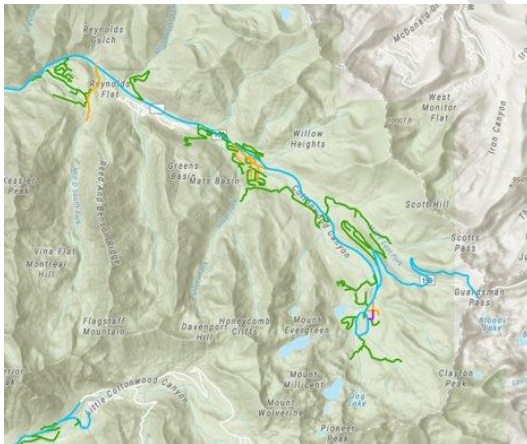
Street Network

All the roads in Brighton must be accessed from State Road 190, or Big Cottonwood Canyon Road. During the summer months it is possible to travel into Brighton using Guardsman Pass which connects Big Cottonwood Canyon to the heart of Park City downtown on the other side of the mountains. This road is closed during the winter. Development in Brighton has evolved slowly overtime since the 1800s. There was no larger street network implemented in the Canyon and therefore connectivity of streets is very low. Many of the subdivisions and neighborhoods in Brighton have one main road for access to all lots. There are multiple subdivisions and other areas that utilize a loop configuration where traffic is meant to travel in one direction. Many other roads in Brighton end in a dead end.

S.R. 190 (shown in green to the right) is overseen by UDOT and is classified as a minor arterial road. This also includes what is known as Brighton Loop Rd. Guardsman Pass (shown in yellow) is also under UDOT and classified as a minor collector road.

The rest of the roads in Brighton are maintained by a mix of property owners and other entities depending on when the road was made and who created it.

The image below shows private roads in Green, county roads in orange, state roads in Blue, and town roads in purple. As you can see below many of the roads in the neighborhoods of Brighton are labelled as private. These roads are classified as local roads but are not under the jurisdiction of the Town of Brighton.



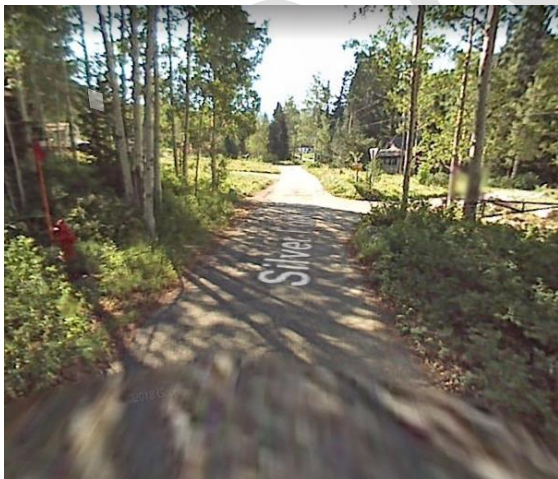
Street Typologies

Most of S.R. 190 up the canyon is a 2-lane road with shoulders that vary in size. There is one lane in each direction, sometimes a center lane is provided for turning onto side streets. At times, the shoulders are wide enough for cars to park on the side of the road. This is used sometimes by visitors despite the safety and congestion issues it may cause or whether it is legally allowed.

Typical Cross section of S.R. 190 (Big Cottonwood Canyon Rd).



Typical Neighborhood Street in Brighton (Silver Fork)



Brighton Loop Cross Section



Traffic Volume

The traffic volume is largely dependent on the time of year and inclement weather conditions. Much of traffic measured in the canyon is by number of vehicles per day.

ACCURATE TRAFFIC COUNTS COMING SOON, SEEKING MORE RECENT DATA.

Commuting Patterns

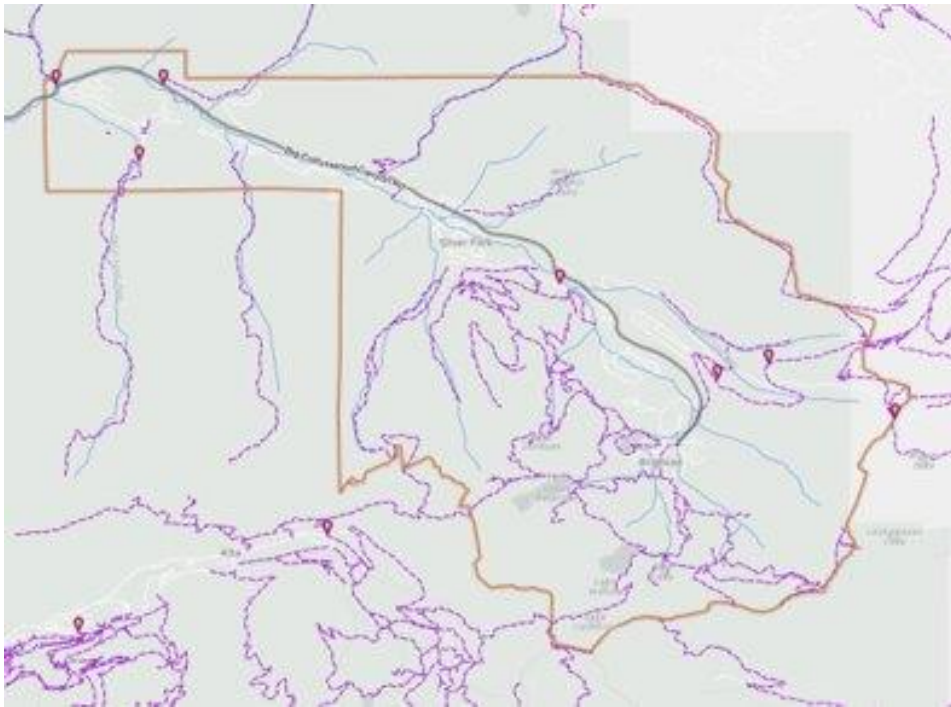
Public Transportation

UTA provides express bus service to the resorts during the winter months for transportation to the Ski resorts. Weekend average ridership as of January 2022 was 1296 riders per day. The bus route is 972 which makes 24 stops between Midvale and the Brighton Resorts. 6 stops are identified by UTA to be in the Town of Brighton boundary. The daily operating time for this bus route is 6:14AM to 4:39PM.

Active Transportation

[TRAILS MAP COMING SOON WHICH WILL INCLUDE TRAILS, TRAILHEADS, PARKING LOTS, WALKING PATHS, BIKE LANES, CROSSWALKS]

Commented [EO1]: Need the updated counts, looking for direction from the steering committee on the most accurate and where they come from.



Accessibility

Regional Transportation and Collaboration

UDOT

UTA

WFRC

SLCo

MSD

Relevant Adjacent Municipalities

Looking Ahead

Future Projections

Opportunities and Challenge

Analyze existing conditions & relate to transportation-relevant demographic patterns

Goals and Objectives

Goal 1 Increase transit service in the canyon.

Objective: Find solutions to provide year-round bus service.

Objective: Seek funding to improve bus amenities like shelters, benches, and trash receptacles.

Objective: Expand or build partnerships to make transit more feasible.

Goal 2 Expand Brighton's active transportation network that connects destinations in the Town.

Objective: Build on previous pedestrian infrastructure.

Objective: Build on previous cycling infrastructure.

Objective: Prioritize connections to recreational trails and community destinations.

Goal 3 Provide safe infrastructure for pedestrians, cyclists, and wildlife.

Objective: Create infrastructure that reduces impacts to wildlife.

Objective: Provide year-round safe, and accessible pedestrian infrastructure in walkable areas.

Goal 4 Expand methods of enforcement that maximize available resources.

Objective: Streamline enforcement efforts and find gaps where efforts could be improved.

Objective: Build partnerships and share resources to increase efficiency.

Goal 5 Reduce traffic congestion and improve levels of service.

Objective: Improve traffic flow between parking lots, roads, and destinations.

Objective: Seek solutions to improve traffic flow on local roads.

Goal 6 Prioritize energy efficient modes of transportation.

Chapter needs:

Commented [EO2]: Need to further refine the chapter and make sure all these topics are covered.

- Active transportation
 - Sidewalk gap analysis
 - Bike lanes
 - Trails
- Road classifications
- Public transit
 - Routes & stops
- SLCo Engineering projects
- Data from transportation & land use survey
- Have goals and objectives and action items
- Commuting times & other existing conditions
- Projections
- Values and principles
- References to good transportation principles at large
- Connectivity considerations – to surrounding areas, land use/housing/economic development